

INTERMOUNTAIN REGION MISSION AVIATION SAFETY PLAN

MASP INSTRUCTIONS

All the information required to complete this document may not be available during the planning stages, for example, the charge code or flight hour cost. Pages 1-10 require total completion for Regional Office review and a Line Officer's signature; acceptable missing information for pages 1-10 will have an "unknown" box to check. Partial completion of pages 11-14 is acceptable during the planning and approval process. **All pages shall be completed prior to mission start.**

RISK MATRIX INSTRUCTIONS

Risk assessment processes and risk decision approvals follow the guidelines set forth in the Aviation Risk Management Workbook, aka the "yellow book." The risk outcomes on the risk assessment matrix (page 5) have been incorporated into risk assessment worksheet's drop-down menus. Risk outcomes are categorized as follows:

LOW MEDIUM SERIOUS HIGH

In no case will the overall risk of the mission be less than the highest specific factor. (Example: One high, one serious, and two medium threats couldn't result in anything less than a high risk outcome).

SIGNATURES

Route all MASP's through the Unit/Forest Aviation Officer for Regional Office review. Signature blocks on page 2 are listed in the order required for MASP approval. The MASP's will be routed back down through the Unit/Forest Aviation Officer (AO) for line officer approval. MASPs will be submitted as a word document and will be returned in PDF format for the approving official's signature.

All signature boxes up to the Aviation Officer will be signed in typed text:

Example: /s/ John M. Smith

The Aviation Safety Manager (ASM) and the Aviation Officer will sign with link pass digital signatures. Line officer signatures may sign with a wet signature or link pass digital signature at their discretion.

RETENTION AND FILING OF PLAN

MASPs that have been reviewed by the Regional Office will remain in Pinyon and archived by fiscal year. These plans are accessible by the Regional Office, Unit/Forest Aviation Officers, and select aviation managers. MASP's approved by the line officer will be stored with the prescribed fire burn plan by the burn boss. The MASP and daily briefing sheets completed by the mission manager shall be given to the unit aviation manager for storage up to one year. Reference current PMS 510 Standards for Helicopter Operations (SHO) for additional information.

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Unit: Bridger-Teton NF and Grand Teton NP	Sub Unit: Click here to enter text.
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Agency Requesting Mission FS <input checked="" type="checkbox"/> NPS <input type="checkbox"/> BLM <input type="checkbox"/> FWS <input type="checkbox"/> BIA <input type="checkbox"/> STATE <input type="checkbox"/> OTHER <input type="checkbox"/>			Anticipated Date(s) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> Calendar Year YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> -----> Date Variance Acceptable YES <input type="checkbox"/> NO <input type="checkbox"/> *Document variances on approved document. Use start and end date below only if anticipated date(s) box is selected.*		Calendar Year Choose an item.
Aircraft Type			Start Date	End Date	MASP Objectives
Fixed	Rotor	UAS			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5/1/2020	5/1/2021	Training <input type="checkbox"/> Resource <input checked="" type="checkbox"/> LE&I Mission(s) <input type="checkbox"/> Incident <input checked="" type="checkbox"/>

Mission prepared by: David A. Gomez	Title: Interagency Aviation Officer	4/1/2020
Mission reviewed by: (OPTIONAL) Unit Level: Click here to enter text.	Title: Choose an item.	Click here to enter a date.
Mission review by: (OPTIONAL) Regional Level: Click here to enter text.	Title: Choose an item.	Click here to enter a date.
Mission reviewed by: (REQUIRED) Aviation Officer: Click here to enter text.	Title: Choose an item.	Click here to enter a date.
Mission reviewed by: (REQUIRED) RASM: NIKKI SANDHOFF <small>Digitally signed by NIKKI SANDHOFF Date: 2020.04.08 10:20:47 -06'00'</small>	Title: Regional Aviation Safety Manager	See signature for date.
Mission reviewed By: (REQUIRED) RAO: SAMUEL RAMSAY <small>Digitally signed by SAMUEL RAMSAY Date: 2020.04.01 15:12:13 -06'00'</small>	Title: Regional Aviation Officer	See signature for date.
Mission and Risk Assessment approved by: (REQUIRED) - Line Officer: PATRICIA O CONNOR <small>Digitally signed by PATRICIA O CONNOR Date: 2020.04.15 08:44:32 -06'00'</small>	Title: Forest Supervisor	See signature for date.

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**** Participant's qualifications and responsibilities verified/discussed during daily briefing****

<u>Mission Supervisor:</u> Helicopter Manager - TBD	<u>Alternate Mission Supervisor:</u> Click here to enter text.
<u>Mission Name</u> Communication Site Installation and Maintenance	
<u>Mission Description and Location:</u> The delivery of IT equipment, maintenance personnel, and infrastructure via internal and external load within and from a helicopter. Radio Repeaters, Remote Automated Weather Stations (RAWS), Snow Telemetry (SNOTEL) and Webcams are located or may need to be installed at remote sites throughout the Forest and Park. These sites may require installation or maintenance during any month of the year. A site specific project aviation safety briefing and the risk assessment contained in this PASP will be completed and reviewed each time this plan is implemented.	
<u>Mission Objectives:</u> Install and maintain mountain top communication systems. The radio repeater network provides an essential communications link between field going resources, Teton Interagency Dispatch Center and administrative offices year-round. The RAWS provide weather information that is critical to the avalanche forecasting center and daily fire management staffing decisions. There are portable RAWS used by fire management that may be placed near large fires or prescribed burns for varying lengths of time. The SNOTEL sites are designed to collect snowpack and related climatic data. Webcams are used to monitor and detect fire and other weather events.	
<u>Aircraft Justification For Mission:</u> The remote nature and lack of road access to many of these sites require access by helicopter. Low level flight and recon are essential to access the mountain top communication sites. Aerial delivery of cargo through long-line missions is utilized when it is clearly the most cost-effective and timely means of delivering volumes of supplies and equipment to remote sites. Operational planning and risk considerations include minimizing the time of exposure for mission personnel vs. the demonstrated need for the cargo to be delivered.	

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Aircraft Information:

Check all that apply, if name is unknown, add information to safety plan briefing sheet

Leave text fields blank if unknown

All cooperators require an annual approval letter onboard except DOJ aircraft

Cooperator ☒ Click here to enter text. **Agency** ☒ Click here to enter text.

Vendor ☒ Click here to enter text. **Military** ☐ Click here to enter text.

Other ☐ Click here to enter text.

Rotor Wing:

Type One ☒

Type Two ☒

Type Three ☒

***Document additional requirements beyond standard typing in aircraft justification and resource order* (performance capabilities, equipment, Etc.)**

Fixed Wing:

Single Engine ☐

Twin Engine ☐

Document mission needs for turbine, twin-engine, air conditioning, high or low wing, pressurized cabin, radio package, etc. in the aircraft justification section and on the resource order

UAS:

☐ **Public**

☐ **Commercial**

***Refer to Forest Service policy on UAS use**

Aircraft Make and Model: Refer to safety plan briefing sheet for vendor name, make, FAA# and model.

Vendor: Click here to enter text.

Tail number: Click here to enter text.

Model: Click here to enter text.

Unknown CWN ☐

Unknown EU ☐

**** CWN helicopter information attained after hiring process****

****Unknown or multiple aircraft in use (CWN or EU)- mark appropriate boxes, have CWN inspection sheet or copy of aircraft data card on file with MASP for aircraft data only****

Procurement and Cost Information: Check unknown if unable to provide accurate or estimated information.

Procurement Type: Exclusive Use or CWN
Contract or Cooperator Choose an item.
Unknown ☐

Missioned Flight Hours: 2-4 hours per mission
Click here to enter text.
Unknown ☐

Charge Code: WFPR03-0403 or incident/CIOcode
Unknown ☐

Estimated Flight Hour Cost: \$1300.00
Unknown ☐

Estimated Miscellaneous Cost(s): Click here to enter text.
Unknown ☐

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UAS Missions Only

Crew: Other Than Pilot: Not Applicable	
UAS Crew Leader: Click here to enter text.	Contact Number: Click here to enter text.
UAS Data Specialist (1): Click here to enter text.	Contact Number: Click here to enter text.
UAS Data Specialist (2): Click here to enter text.	Contact Number: Click here to enter text.
UAS Visual Observer (1): Click here to enter text.	Contact Number: Click here to enter text.
UAS Visual Observer (2): Click here to enter text.	Contact Number: Click here to enter text.
Additional Crew: Click here to enter text.	Contact Number: Click here to enter text.
TFR Information: Click here to enter text.	
Airspace Authorization:	
<input type="checkbox"/> Part 107	<input type="checkbox"/> 107/LAANC
<input type="checkbox"/> SGI Waiver	<input type="checkbox"/> FAA/DOI MOA
Authorization Comments - Click here to enter text.	
Lost Link and Flyaway Procedures-Protocols: Click here to enter text.	
Special Consideration-Safety Concerns-Comments Section: Click here to enter text.	

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****Mission risk assessment must be completed prior to mission approval****

****Risk assessment hazards shall be reassessed prior to starting the mission – see FRAT****

****See appropriate management level for approval ****

****See National Aviation Safety Management System Guide for additional guidance with Risk Assessments, if necessary****

****This Risk Assessment does not negate the requirement to complete a FRAT prior to flight. ****

Mission Risk Assessment Matrix Scale

	Severity			
Likelihood	Negligible IV	Marginal III	Critical II	Catastrophic I
Frequent A	2	3	4	4
Probable B	2	3	4	4
Occasional C	1	2	3	4
Remote D	1	2	2	3
Improbable E	1	2	2	2

Severity and Likelihood Scale Definitions

Severity		Likelihood	
Catastrophic	Fatalities and or loss of the system.	Frequent	Likely to occur and continuously experienced.
Critical	Severe injury and or major system damage.	Probable	Will occur several times and occur often.
Marginal	Minor injury and or minor system damage.	Occasional	Likely to occur sometimes and will occur several times.
Negligible	Less than minor injury and or less than minor damage.	Remote	Unlikely to occur, but possible. Unlikely, but expected to occur.
		Improbable	So unlikely, assume it will not occur. Unlikely to occur, but possible.

Appropriate Management Level for Operational Risk Decisions

Risk Level	Fire	Mission
High	Incident Commander or Operations Sections Chief	Line Officer
Serious	Incident Commander or Operations Sections Chief	Line Officer
Medium	Air Operations Branch Director	Mission Aviation Manager
Low	Base Manager	Helicopter or Flight Manager

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SAFETY MANAGEMENT SYSTEM ASSESSMENT AND MITIGATION								
System Being Evaluated: Passenger Transport and Internal/External Cargo Transport via Helicopter		Pre Mitigation			Mitigation	Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level		Likelihood	Severity	Risk Level
Human	Lack of mission clarity, command, roles and responsibilities.	Occasional	Critical	Serious	Brief all participants on the mission and the associated hazards and mitigations.	Remote	Critical	Medium
Human	Aircraft hard landing or crash.	Remote	Catastrophic	Serious	Brief all personnel on crash rescue and SAR plan to provide EMS support if applicable. Ensure positive flight following and communications.	Improbable	Catastrophic	Medium
Human	Fatigue	Occasional	Critical	Serious	Adhere to work/rest guidelines. Follow agency policy to ensure duty limitations are not exceeded.	Remote	Critical	Medium
Airspace	General aviation and military training routes	Occasional	Critical	Serious	Perform airspace de-confliction with TIDC; be on the lookout for other aircraft, review Aerial Hazard maps; utilize CRM.	Remote	Critical	Medium
Environmental	Low level flight profile below 500 AGL; low altitude obstructions	Occasional	Critical	Serious	Review aerial hazard map, maintain awareness of terrain and obstacles.	Remote	Critical	Medium

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System Being Evaluated: Passenger Transport and Internal/External Cargo Transport via Helicopter		Pre Mitigation			Mitigation	Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level		Likelihood	Severity	Risk Level
Environmental	Snow Operations	Occasional	Catastrophic	High	Ensure that the aircraft used is equipped with snow kits including snow pads as prescribed by the approved flight manual and the pilot is carded for snow landings. Ensure VFR conditions prevail during flight.	Remote	Catastrophic	Serious
Environmental	Weather: poor visibility, thunderstorms, density altitude, turbulence	Occasional	Critical	Serious	Maintain VFR, obtain current weather forecasts and continuously monitor conditions. Abort mission until more favorable conditions are present, have alternate landing locations identified. Establish trigger points to stop operations.	Remote	Critical	Medium
Environmental	Mountain flying	Probable	Critical	High	Ensure pilots are trained and carded for mountain flying, select aircraft appropriate for the mission; ensure performance planning is completed for environmental conditions; complete weight/balance and/or load calcs.	Remote	Critical	Medium
Equipment	Improper, nonstandard, or faulty external load equipment.	Remote	Critical	Medium	Use qualified personnel or trainees with adequate supervision to inspect equipment used for packaging and hauling cargo.	Improbable	Marginal	Medium

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System Being Evaluated: Passenger Transport and Internal/External Cargo Transport via Helicopter		Pre Mitigation				Post Mitigation		
Sub System(s)	Hazards	Likelihood	Severity	Risk Level	Mitigation	Likelihood	Severity	Risk Level
Hazmat	Transportation of batteries and hazardous materials.	Probable	Critical	High	Transportation of such devices shall conform to procedures outlined in the Aviation Transport of Hazardous Materials Handbook and ERG.	Remote	Critical	Medium
					Click here to enter text.	Choose an item.	Choose an item.	Choose an item.
Final Assessment: <div style="display: flex; align-items: center; gap: 10px;"> Low <input type="checkbox"/> Medium <input type="checkbox"/> Serious <input checked="" type="checkbox"/> High <input type="checkbox"/> </div>		Prepared By: David A. Gomez			4/1/2020			
Add Additional To The Mission Risk Assessment As Necessary								

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Aerial Hazard Analysis and map: Preparation and configuration for communication site install and maintenance may be performed from several of the temporary helispots on the Bridger Teton Forest or Grand Teton National Park. Attached to this MASP is a list of those locations with the local area aerial and ground hazards identified. Pilots and aircrews shall in their mission planning consult the unit aerial hazard map, assess weather conditions, and terrain for the site chosen to work from to effect a complete hazard analysis.

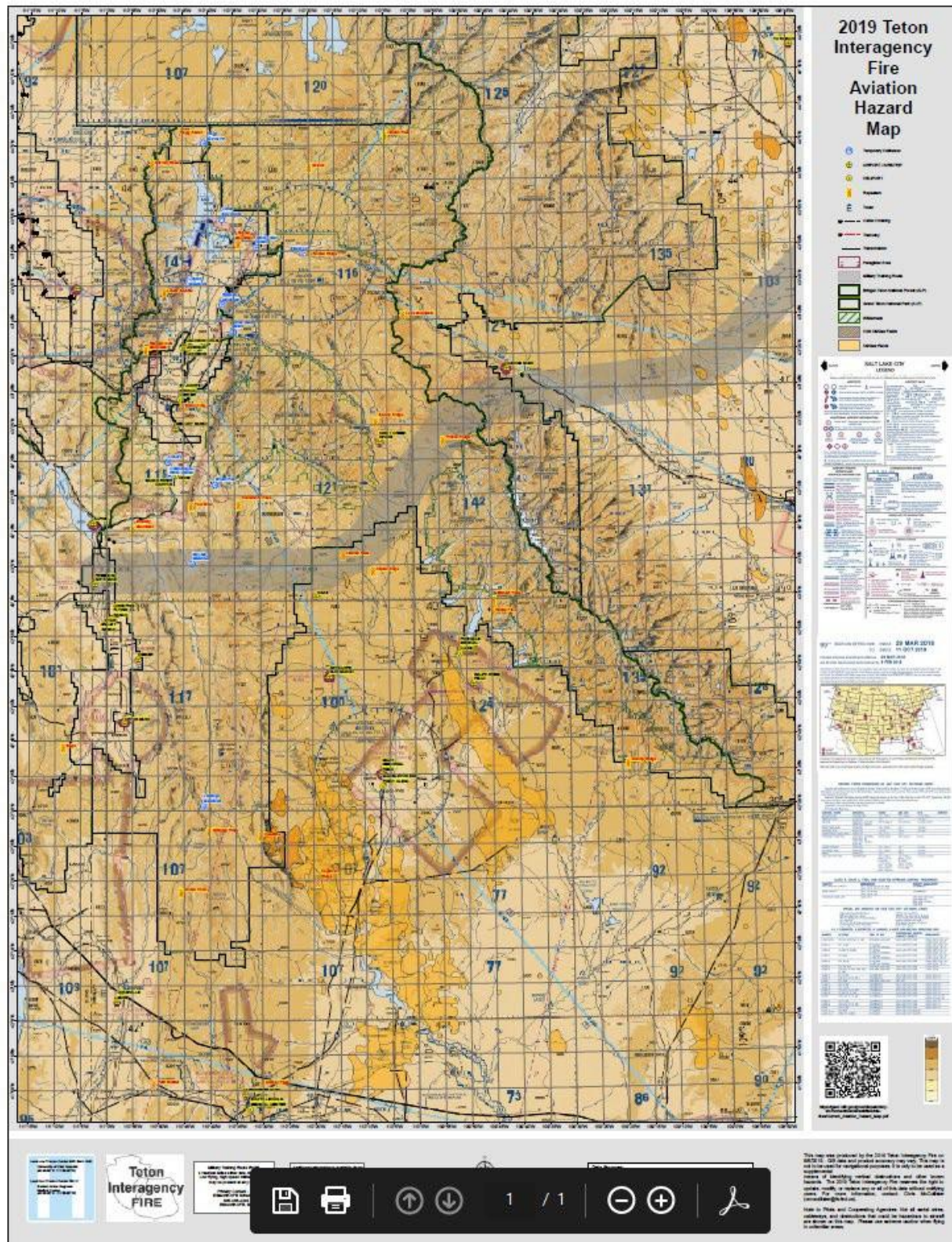
Aerial Hazard Map Link and QR code:



https://gacc.nifc.gov/gbcc/dispatch/wy-tdc/home/sites/default/files/site-files/Current_Aviation_Hazard_Map.pdf

Location Name	Lat/Long or Identifier	Elevation	Hazards
See attached Repeater & RAWS sites			

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Aircraft Performance Planning:

The pilot is responsible for the accurate completion of load calculations or PPC (military performance planning). Trained personnel shall ensure that aircraft scheduled are capable of performing the mission(s) safely and within the capabilities of the aircraft selected. The helicopter or flight manager shall ensure that manifests, load calculations, weight & balance are completed properly using accurate environmental and aircraft data. Reference SHO chapter 7 or chapter 70 of the Military Use Handbook for additional information.

Personal Protective Equipment: * Always refer back to current ALSE, SHO, and manual direction*

Type of Operation- Check applicable boxes that may apply to mission or mission	Personnel protective equipment requirements
<input checked="" type="checkbox"/> Rotor Wing Ground Operations	Fire resistant clothing, hard hat w/chin strap or SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. *Refer to the Interagency Aerial Ignition Guide for additional ground operation requirements.*
<input checked="" type="checkbox"/> Rotor Wing	Fire resistant clothing, SPH-5 flight helmet or other approved model, hard hat w/chin strap, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional personnel restraints needed in the helicopter pending type of mission. * Refer to appropriate guides. * Charter flights, (non-agency controlled mission), shall comply with 14 CFR 135 requirements.
<input checked="" type="checkbox"/> Doors Off Flight(s)	Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HRSP, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations-type 3 helicopter) * Refer to appropriate guides*
<input type="checkbox"/> Cargo Free Fall Operations	Fire resistant clothing, SPH-5 flight helmet or other approved model, fire resistant and/or leather gloves, all leather boots, eye protection, hearing protection. Additional qualifications, compliance with rotorcraft manual and approved restraint requirement apply. * Refer to SHO chapter eleven for additional details. *
<input type="checkbox"/> Fixed Wing	Refer to current IASG, ALSE and 5700 manual directions for PPE requirements.

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Helicopter or fixed Wing Pilot Information: Fixed wing: use "other" box and state approved mission(s). Any unknown information shall be added after signature approvals. All personnel shall be qualified for mission.

<u>Pilot Name (P1): PIC/Primary</u> TBD	<u>Pilot Phone Number:</u> Click here to enter text.
<u>Pilot Name (P2): Co-Pilot/Relief</u> Click here to enter text.	<u>Pilot Phone Number:</u> Click here to enter text.
<u>Pilot Carded For Mission:</u> Yes <input type="checkbox"/> No <input type="checkbox"/> Charter Pilot <input type="checkbox"/> 135 Certificate and FAR's Apply ** Use of charter pilot requires regional forester approval** Check all boxes that apply to pilot's carding below:	<u>Pilot Card (P1) Expiration Date:</u> Click here to enter a date. <u>Pilot Card (P2) Expiration Date:</u> Click here to enter a date.
Low-Level Recon & Survey P1 <input type="checkbox"/> P2 <input type="checkbox"/> Helitack-Passenger Transport P1 <input type="checkbox"/> P2 <input type="checkbox"/> External Load (Belly Hook) P1 <input type="checkbox"/> P2 <input type="checkbox"/> Water-Retardant Delivery P1 <input type="checkbox"/> P2 <input type="checkbox"/> Longline VTR (150') P1 <input type="checkbox"/> P2 <input type="checkbox"/> Snorkel VTR <input type="checkbox"/> Mirror <input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Mountainous Terrain Flying P1 <input type="checkbox"/> P2 <input type="checkbox"/> Aerial Ignition (PSD) P1 <input type="checkbox"/> P2 <input type="checkbox"/> Aerial Ignition (Torch) P1 <input type="checkbox"/> P2 <input type="checkbox"/> Rappel Operations P1 <input type="checkbox"/> P2 <input type="checkbox"/> Cargo Letdown P1 <input type="checkbox"/> P2 <input type="checkbox"/> Snow Operations (Deep Snow) P1 <input type="checkbox"/> P2 <input type="checkbox"/> Hoist P1 <input type="checkbox"/> P2 <input type="checkbox"/> UAS P1 <input type="checkbox"/> P2 <input type="checkbox"/>	Designated "Pilot Trainer" P1 <input type="checkbox"/> P2 <input type="checkbox"/> "Trainee Only" Pilot P1 <input type="checkbox"/> P2 <input type="checkbox"/> Short Haul LE <input type="checkbox"/> SAR <input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Float Operations (Fixed) P1 <input type="checkbox"/> P2 <input type="checkbox"/> Platform Landings-Offshore P1 <input type="checkbox"/> P2 <input type="checkbox"/> Vessel Landings P1 <input type="checkbox"/> P2 <input type="checkbox"/> Night Vision Goggle Operations P1 <input type="checkbox"/> P2 <input type="checkbox"/> ACETA Net Gun (All ACETA) P1 <input type="checkbox"/> P2 <input type="checkbox"/> ACETA Eradication P1 <input type="checkbox"/> P2 <input type="checkbox"/> ACETA (Herding) P1 <input type="checkbox"/> P2 <input type="checkbox"/> ACETA Darting-Paintball P1 <input type="checkbox"/> P2 <input type="checkbox"/> STEP P1 <input type="checkbox"/> P2 <input type="checkbox"/> Other <input type="checkbox"/> P1 <input type="checkbox"/> P2 <input type="checkbox"/> Click here to enter text.

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<u>Flight Following And Frequencies:</u> <p style="text-align: center;">*Confirm frequencies during briefing prior to flight* *FAA Flight Plan (chartered aircraft non-agency controlled mission) no frequencies required* *Chartered 135 operator is responsible for communications and flight plan*</p>		
Flight Following Method: AFF <input checked="" type="checkbox"/> Radio (Local or GACC aircraft desk) <input checked="" type="checkbox"/> FAA Flight Plan: (Agency-owned or agency contracted aircraft mission) <input type="checkbox"/> FAA Flight Plan: (Charter aircraft non-agency controlled mission) <input type="checkbox"/>		
FM Receive: See attached Radio Plan	FM Transmit: Click here to enter text.	RX: Choose an item. TX: Choose an item.
FM Receive: Click here to enter text.	FM Transmit: Click here to enter text.	RX: Choose an item. TX: Choose an item.
FM Receive: Click here to enter text.	FM Transmit: Click here to enter text.	TX: Choose an item. RX: Choose an item.
AM Receive: Click here to enter text.	AM Transmit: Click here to enter text.	No Tone

****Mission supervisor will coordinate Temporary Flight Restrictions (TFR) with dispatch if needed****

Military Training Route(s) (MTR'S) or Military Operating Area(s) (MOA'S) <p style="text-align: center;">Mission supervisor, alternate supervisor or delegated manager shall confirm deconfliction in these routes and areas prior to the flight with dispatch or other approved local methods.</p> <p style="text-align: center;">Deconfliction will be addressed during the aviation safety plan briefing. Add Additional MTR-MOA information to the end of the document if necessary.</p>				
MTR-MOA	Route Legs-Altitudes	Activity	Time	Time Zone
IR 499	Begins SE of Cody, WY and ends near Palisades Lake, ID. Altitude of the route is from 100 feet AGL to 13,000 feet MSL 1-4 nautical miles either side of centerline. Hours of operation are continuous. Scheduling Activity is through Offutt AFB. Originating activity is through Ellsworth Air Force Base, South Dakota (phone # 605-385-1230) or (on call # 605-431-3025).	Hot <input type="checkbox"/> Cold <input type="checkbox"/> N/A <input type="checkbox"/>	Start: Click here to enter text. Stop: Click here to enter text.	UTC <input type="checkbox"/> Local <input type="checkbox"/>
Click here to enter text.	Click here to enter text.	Hot <input type="checkbox"/> Cold <input type="checkbox"/> N/A <input type="checkbox"/>	Start: Click here to enter text. Stop: Click here to enter text.	UTC <input type="checkbox"/> Local <input type="checkbox"/>

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Additional medical information attached? YES ☒ NO ☐

Crash Rescue/Medivac Plan – Brief applicable resources on local MISHAP Response plan and notify TIDC (307-739-3630) for implementation of the plan.	
General Instructions (in the event of an incident): Mission site duties and actions to be coordinated through dispatch in accordance with local search & rescue (SAR) and emergency crash rescue plan(s). These items will be discussed and recorded during the daily safety briefing.	
Specified crash rescue duties will be assigned to ground operations personnel each day before flights of any kind. Crash rescue and first aid equipment will be located near the helicopter operations site, and equipment's location made known to all personnel. Information and instructions will be sent/received through the local dispatch office or communications.	
EMT(s) on site: YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/>	
Names: Click here to enter text.	
First responder(s) on site: YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/>	
Names: Click here to enter text.	
Available medivac helicopter(s)? YES <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/>	
*Unknown: Select if medivac helicopter is not to be ordered for the mission or incident prior to need. The helicopter will be ordered on demand through the dispatch process. Dispatch will provide medivac ship call sign or tail number, including capabilities and contact information. *	
Medivac helicopter on site? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Level of care medivac helicopter personnel can provide: ALS <input type="checkbox"/> BLS <input type="checkbox"/> UNKNOWN <input type="checkbox"/>	
FAA Tail #(s) Click here to enter text.	Contact Information: Click here to enter text.
Hoist/Rappel/Extraction Capable? YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN <input checked="" type="checkbox"/>	
Check all that apply: Hoist <input type="checkbox"/> Rappel <input type="checkbox"/> Short Haul <input type="checkbox"/>	

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<input checked="" type="checkbox"/> Doors Off or Doors Open Flight(s)	<p>Personnel will remain seated and inside fuselage during all flights, approved secondary restraint harness for doors off flights (only for PLDO, HRAP, HRSP, Aerial Photography, IR Operator, ACETA Gunner, Cargo Letdown, Short Haul Spotter, Cargo Free Fall Operations-type 3 helicopter) * Refer to appropriate guides*</p> <p>**Safety Alert IASA 18-03 language**</p> <p>“Agency personnel involved in any public aircraft operations mission that require aircraft doors to be removed prior to flight, or open during flight, shall receive hands-on secondary restraint refresher training prior to conducting flight operations”.</p>
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Doors Off or Open Operations checklist: ****All items shall be covered and signed for prior to operations****

- ☐ Aircraft connection point and secondary restraint configuration (Interagency Safety Alert IASA 17-02)
- ☐ Proper donning and adjustment of secondary restraint system.
- ☐ Have an understanding of the secondary restraint interaction with FAA approved seat belts.
- ☐ Potential of secondary restraint interference with Airbus AS 350 fuel shut off lever if applicable.
- ☐ Know location and use of secondary restraint interaction quick- release.
- ☐ Perform buddy-check and Pilot in Command check of secondary restraints before flight.
- ☐ Practice egress with secondary restraint quick-release mechanism and function of seatbelt.
- ☐ Know location and use of rescue knife.

Briefing Checklist:

Vendor Name:	Aircraft Model:	Aircraft Make:	FAA#:
Project Supervisor/Manager:	Date:	Pilot:	Date:

Participants Name	Date	Participants Name:	Date

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Medical Facility	Coordinates/Physical Address	Helipad	Phone #
Pinedale Medical Clinic	(42 52.062N x 109 51.179W) 625 E Hennick, Pinedale WY	Y	307.367.4133
Marbleton/Big Piney Clinic	(42 35.00N x 110 06.00W) 103 W 3rd Street, Marbleton, WY	Y	307.276.3306/3308 EMS Barn 307-276-3032
Star Valley Hospital	(42 43.06N x 110 55.86W) 901 Adams St. Afton, LZ north of building	Y	307.885.5800/5821
S. Lincoln Med. Center	(41 50.20N x 100 30.14W) Kemmerer, SW of Hospital	Y	307.877.4401
St Johns Hospital	(43 28.806N x 110 44.988W) Freq 155.340 rx/tx with tx tone 82.5 Gross Weight Limit of 12,000 lbs 625 E Broadway, Jackson WY	Y	ER 307.739.7251
Memorial Hospital of Sweetwater County	(41 35.16N x 109 14.08W) FAA Identifier: KKY49 1200 College Dr. Rock Spgs WY	Y	ER 307.352.8351
Eastern Idaho Regional Med Center	(43 28.26N x 111 59.50W) FAA Identifier: KID18 3100 Channing Way, Id Falls ID	Y	208.227.2000
McKay Dee	(41 10.98N x 111 57.30W) FAA Identifier: KUT16 Ogden, UT	Y	801.387.2800
LDS Hospital	(40 46.75W x 111 52.80W) FAA Identifier: KUT55 Salt Lake City, UT	Y	ER 801.408.1181
University of Utah (BURN CENTER)	(40 46.34N x 111 50.24W) FAA Identifier: KUT21 Salt Lake City UT	Y	ER 801.581.2293 Burn Center 801.581.2700
Ogden Regional	(41 9.88N x 111 58.28W) FAA Identifier: K54UT Ogden, UT	Y	ER 801.479.2376

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BTF/GRTE Repeater Sites

Repeater Name	Latitude	Longitude	Elevation
Bacon Ridge	43° 25.467'	110° 7.217'	9550'
Bradley Mountain	43° 10.250'	110° 54.850'	9300'
Deadline	42° 26.300'	110° 30.217'	10080'
Elkhart Peak	42° 59.817'	109° 44.633'	9700'
Graham Peak	42° 26.967'	110° 40.167'	10100'
Gravel	44° 1.817'	110° 19.917'	9700'
Hawks Rest	44° 6.350'	110° 4.917'	9800'
Lava Mountain	43° 40.600'	110° 1.750'	10450'
Muddy Ridge	42° 36.283'	109° 19.017'	9200'
Pinion Ridge	43° 22.700'	109° 54.100'	9080'
Ramshorn Peak	43° 13.650'	110° 34.233'	10368'
Rendezvous Mountain	43° 35.817'	110° 52.250'	10450'
Stewart Mountain	42° 42.317'	111° 14.850'	8980'
Gros Ventre	43° 35.817'	110° 52.250'	10450'

RAWS Sites

RAWS Name	Locatio	Lat.	Long.	Elevation
Grouse Mountain	Near Togwotee Pass	43° 43.333'	110° 15.400'	10377'
Mount Coffin	Near the Corral Creek	42° 36.917'	110° 37.600'	11242'
Blind Bull	Greys River Drainage	42° 57.233'	110° 36.717'	9030'
Deadman Peak	Greys River Drainage	43° 0.600'	110° 39.090'	10350'
Lava Mountain	Near Togwotee Pass	43° 39.600'	110° 1.260'	10430'

GROUP 10 - Teton Interagency Helitack

Chnl #	Site Name	Channel Label	RX Freq	RX CTCSS	TX Freq	TX CTCSS	Narrow/ Wide
1	BT North Net Direct	BT N DIR	171.3875		171.3875	107.2	N
2	BT North Net Repeat	BT N RP	171.3875		164.1375	110.9	N
3	BT South Net Direct	BT S DIR	169.9000		169.9000	123.0	N
4	BT South Net Repeat	BT S RP	169.9000		165.0125	131.8	N
5	Air-to-Ground 10	A/G 10	166.9375		166.9375	136.5	N
6	Air-to-Ground 19	A/G 19	168.1250		168.1250	146.2	N
7	Air-to-Ground 12	A/G 12	167.0750		167.0750	156.7	N
8	Region 4 Tac 1	R4 TAC 1	166.8125		166.8125	167.9	N
9	Region 4 Tac 2	R4 TAC 2	166.8875		166.8875	131.8	N
10	Region 4 Tac 3	R4 TAC 3	169.1750		169.1750	131.8	N
11	Teton Co Search and Rescue	SAR DIR	151.1975		151.1975	127.3	N
12	DECK	DECK	163.1000		163.1000	100.0	N
13	Grand Teton SAR	GT SAR	172.4250		172.4250	123.0	N
14	Grand Teton NP Direct	GT DIR	171.6750		171.6750	123.0	N
15	Grand Teton NP Repeat	GT RP	171.6750		164.9500	123.0	N
16	Air Guard	AIRGUARD	168.6250		168.6250	110.9	N

Tone Picklist

107.2 Green Knoll Repeater
 110.9 Ramshorn, Hawks Rest Repeaters
 123.0 Gravel, Pinyon Repeaters
 131.8 Elkhart Repeater, TACs
 136.5 Lava, Muddy Repeaters
 146.2 Bradley Repeater (North and South)
 156.7 Bacon, Deadline Repeaters
 167.9 Rendezvous, Sage Repeaters
 100.0 Graham Repeater

INTERMOUNTAIN REGION MISSION AVIATION SAFETY PLAN

TEMPORARY HELIBASE/HELISPOT SITES

Grand Teton Park Helispots

Lupine Meadows Rescue Cache: N43 44.61 x W110 43.82 Elevation: 6550ft
Hazards: buildings, power lines, vehicles, public

Colter Bay Dump: N43 54.53 x W 110 37.23 Elevation: 7090ft
Hazards: trees around perimeter and parked vehicles

Gros Ventre Site: N43 38.438 x W110 35.039 Elevation: 6400ft
Hazards: power lines to north, public, and fencing

Moran Ball Fields: N43 50.49 x W110 30.39 Elevation: 6800ft
Hazards: Wires over buildings north of the spot, public

Flagg Gravel Pit: N44 5.436 x N110 40.830 Elevation: 6800ft
Hazards: Power line crossing access road running south to north, gravel landing surface.

Shadow Mountain: N43 42.354 x W110 37.219 Elevation: 6810 ft
Hazards: public and dispersed camping

Dugway/Sawmill Ponds: N43 39.220 x W110 44.292 (typical winter operations only) Elevation: 6473 ft
Hazards: power lines and de-linear poles, limited parking and one way ingress/egress

Bridger Teton National Forest Helispots

Blackrock: N43 49.64 x W110 20.93 Elevation: 6906 ft
Hazards: wires, livestock, and vehicle traffic

Bryan Flats: N43 16.58 x W110 38.76 Elevation: 6263 ft
Hazards: power lines, public, and livestock

McCain Meadows: N43 05.31 x W110 43.26 Elevation: 6829 ft
Hazards: public and livestock

LaBarge Meadows: N42 30.65 x W110 41.26 Elevation: 8481 ft
Hazards: public and livestock

Coburn: N43 19.852 x W 110 47.987 Elevation: 6264 ft
Hazards: public vehicle traffic and livestock

Cottonwood: N43 17.518 x W 110 47.665 Elevation: 6422 ft
Hazards: power lines, public and agency vehicle traffic to from admin site

National Elk Refuge (NER) Helispot

Elk Refuge 1: N4 3 28.978 x W 110 44.742 Elevation: 6267 ft
Hazards: irrigation pipe may be in vicinity of landing area (adjust LZ accordingly), adjacent pump house may discharge a high volume of water to the east, and chlorine gas
Approval: must be granted by NER prior to use thru TIDC (307-739-3630)

Teton County Helispots

Teton Village LZ: N 43 35.1894 x W 110 49.1995 Elevation: 6323 ft
Hazards: public vehicle traffic associated with intersection of Apres Vous Rd and Moose-Wilson Rd